



The pictures on the left show the Russian and Czech stands. In the upper photograph the Russian single-seater fighter is seen in the foreground. Behind it is the A.N.T.35 commercial machine and mounted high on the stand is the long-range A.N.T.25, beyond which can be seen the Russian glider. On the Czech stand the tail of the Letov general-purpose machine is in the foreground. Beyond it is the twin-pusher Praga E.210, and finally the Benes Bibi-Be 550.

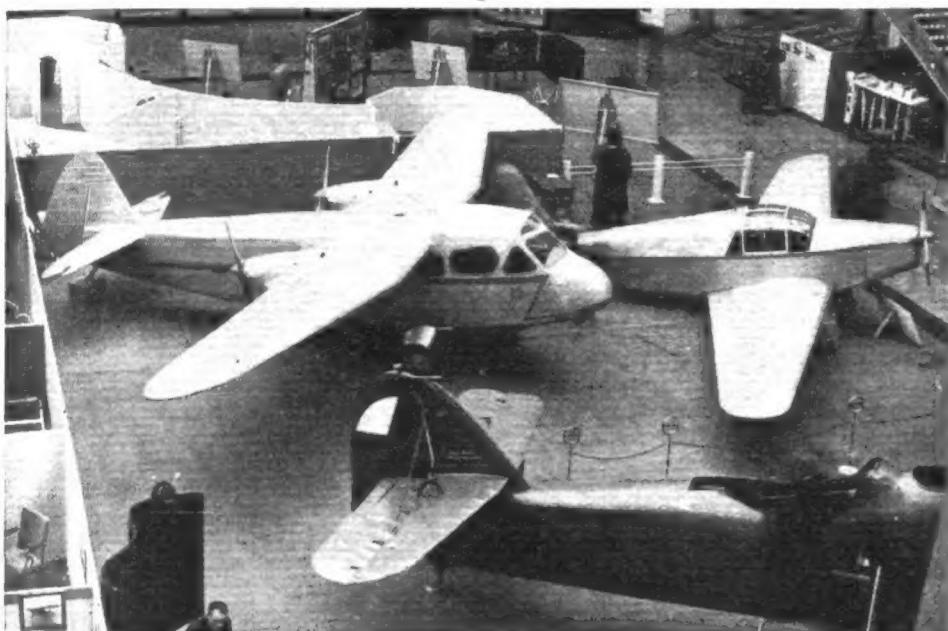
An extremely pretty machine is the Amiot high-speed mailplane shown on the stand next to the Bristol. Curiously enough, the two machines are a good deal alike in their general conception, although the Blenheim is, of course, a bomber while the Amiot 341 is intended for carrying mails. Doubtless this fact explains the smaller fuselage of the French machine, mails forming a very convenient pay load which requires very little space per unit of weight.

Finish

Of all-metal construction, the Amiot 341 is exhibited in a very highly-polished show finish, and coloured lights shining on it and reflecting their colours in the polished surfaces rather tend to make the machine look like a Pears Soap advertisement. However, there is no denying that the machine is very pretty, with its perfectly streamline fuselage and clean general design.

Designed to take any type of radial engine of more than 1,000 h.p., the Amiot 341 is exhibited with a Gnome-Rhône 14 Cars on one side and a Hispano 79.04 on the other, the Gnome-Rhône engine driving a Gnome-Rhône v.p. airscrew and the Hispano a Hispano-Hamilton airscrew. It goes without saying that the undercarriages retract into the engine nacelles. An automatic pilot is fitted.

The main data relating to the Amiot 341 are: Wing span 75 ft. 6 in.; wing area 723 sq. ft.; speed at 13,000 ft. 295 m.p.h. The tare weight of the machine is 8,800 lb.; the weight of fuel with full tanks is 4,400 lb.; crew and equipment (radio, etc.) account for 1,100 lb., and there remains available for pay load



nacelles in a position where one would rather expect them to be sprayed with water during the take-off. A placard states that the machine is to carry 26 passengers and 900 lb. of freight over a range of 750 miles. The maximum speed is given as 208 m.p.h.

An interesting comparison with the Short Empire boats is provided by the LeO H.47 *l'Atlantique*, destined for service over the Southern Atlantic, which is shown as a scale model stated to represent a flying boat of 18 metric tonnes gross weight (approximately 40,000 lb.). In this design the four Hispano 12Ydrs engines of 880 h.p. each are placed in two tandem pairs, and the maximum speed claimed is 223½ m.p.h. It is somewhat difficult to believe that this design is more efficient than that of the Short, and one is inclined to regard the speed figure as rather optimistic. The range is 2,500 miles and the pay-load 2,900 lb.

The tandem engine arrangement and retractable undercarriage of the Farman F.224.

